Auckland’s transformation strategy in sustainable transportation

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Auckland: a quick overview

- Population 1.57 million people, forecast to grow to 2 million by 2026
- Same geographic area as London and is made up of 10% urban and 90% rural areas within the region
- Challenging geography (isthmus, volcanos, native forest)
- Historically 7 independent cities – became Auckland Transport (AT) in 2010
- Low density suburban development
- Target: 40% reduction of GHG emissions by 2040, relative to 1990 level

Every week Auckland grows by:
- 819 new residents
- 344 new homes every week.
- 3.5 new streets
- 8 new classrooms and teachers
- 405 new jobs

670 cars come into port every day.
Where we have come from

- Oil crisis in the 70’s
- Manual ticketing from public transport
- Decline in electric trams, rail and rise in motorways, petrol and diesel as a fuel
- No real time access to information (availability, price, timetables)
- Rise of suburbia and urban sprawl, commuter towns
- A city of cars
Where we are at

ATAP recommended strategic approach

- Make better use of existing networks
  - Optimise key routes to increase productivity
  - Continue to improve asset management efficiencies
  - Maximise benefits from new transport technology

- Target investment to the most significant challenges
  - Prioritise investments to achieve best value for money
  - Enable and support growth
  - Strengthen strategic transport networks

- Maximise new opportunities to influence travel demand
  - Better integrate land use and transport
  - Actively encourage increases in vehicle occupancy
  - Progressively move to smarter transport pricing
Auckland Transport

- City Rail Link $3.5 billion
- Light Rail
- Congestion Pricing
- Third Harbour Crossing
- AT HOP card Open Loop
- Urban Cycleways
We are improving energy efficiency

- **Energy efficiency savings** - AT is replacing 45,000 of the existing traditional streetlights with LEDs. The project is expected to save $32 million over the 20-year design life of the LEDs.

- **Electrification of the rail network** is saving up to 9 million litres of diesel each year and has reduced the harmful effects particularly of air and noise pollution from diesel trains.
We are improving our cycling environments
Aucklanders continue to cycle in greater numbers

The proportion of Aucklanders who are cycling has increased to 35% (up 4 points on 2016 and 15 points since 2014).

And we also continue to make incremental gains in the proportion of Aucklanders cycling at least weekly (up 1 point year on year to 14% and up 8 points since 2014).
Cycle share – an example of the future

**THE WINNING FORMULA: CYCLE SHARE**

The most successful cycle share cities in the world are those with high market penetration (1 daily trip per 20-40 residences) and high infrastructure usage (4 to 8 daily uses per bike).

- **Density of 10-16 stations per kilometre**
- **Minimum system coverage area of 10 sq. km**
- **10-30 bikes per 1000 residents in coverage area**

- **Durable, attractive and practical bikes**
- **Quick and easy to use bike stations**
- **Integration with transport systems and smartphone technology**

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**ofo Bike Sharing Solution**

Non-docking system + Smart phone application

- Enter the bicycle plate number on ofo APP to get an unlock code
- Use the code to easily unlock the bicycle
- Bikes can be left at any bike parking spaces, ready for other users to use
Reducing car usage
We are improving our pedestrian environments
Public Transport uptake is increasing

- **Growth in Rapid Transit**
  - Rail and Northern Bus Busway (Auckland’s BRT system) has increased patronage 20% per year for the last 10 years, providing congestion free alternatives to single occupancy vehicle journeys

- **The rollout of the new bus network and integrated ticketing**
  - Is making Public Transport more accessible and affordable. Its easing congestion, reducing energy and improving air quality and public safety

- **Free public transport to major events**
Design and construction of City Rail Link

- Design and construction of the City Rail Link project –
A call to action: looking forward 20-50 years?